

Gold Won by Our Ships

Prosperity of Merchant Marine Due to the War

Washington.—The present golden era for American shipping, resulting from great demand for ocean tonnage, and the extraordinary profits that have been made in our carrying trade by sea, have been shown by research to be a recurrence of similar conditions that have prevailed three times before in the history of the American merchant marine.

Whenever there has been an extraordinary condition to change political or economic balances in this or other great countries, prosperity for shipping has followed, say experts of the United States shipping board.

In proof of this they point to the great expansion of our foreign trade following both the Revolutionary war and the War of 1812, by which the merchants of New York and New England were enriched, and also the fortunes made by American ship owners following the Mexican war, with its resulting great rush of pioneers to the new gold state of California.

None of the stories of fabulous earnings of vessels in the merchant marine in the first three years of the present war—before the shipping board began regulating freight charges at sea—are more interesting than those of the wealth won by ships owned in old Salem, Mass., in the period in which their owners were developing American trade with distant parts of the earth, following both peace treaties with England.

In 1799 the ship Mt. Vernon of Salem made a profit of \$100,000, four times her original cost, on a single round trip to China, going out with sugar, and returning via the Mediterranean, where she took on silks and wines for the American market.

The owner of the Mt. Vernon, Elias Hasket Derby, died while she was on this voyage and left an estate valued at \$1,000,000, the largest American fortune to that time.

Salem captains were ever on the alert for new ventures in those days of rich profits. When in 1795 Capt. Jonathan Carnes of Salem heard by way of gossip when ashore at Barcelona, Spain, that pepper grew wild on the coasts of Sumatra, he noted the information carefully. On his arrival home he imparted it to Jonathan Pelee, a Salem merchant, who forthwith fitted out the schooner Rajah, and dispatched her to Sumatra.

The Rajah brought back the first full cargo of pepper to be landed in America, and her owner reaped the tidy profit from its sale of 700 per cent on his investment.

Certain ships, known for their lucky voyages, made fortunes for their owners. One famous in the annals of that period was the ship George—known as the "Salem Frigate"—which made regular voyages to the East Indies for 22 years, accomplishing 21 voyages in all, and earned a fortune for George Peabody, afterward famous as a millionaire philanthropist.

The value of her cargoes may be judged in that in her 22 years of active existence there was paid on them at the Salem customhouse, in import duties, not less than \$600,000.

The George was a tiny ship, as vessels go nowadays, being only 114 feet long, yet she proved a shining example in other ways of the glories of the early American merchant marine. She had the reputation of carrying the most intelligent crews to be found anywhere—except possibly on certain other American ships—and was famed for the number of men who graduated from her forecabin to the quarter deck.

When she sailed on her first voyage to India, in 1815, hardly a man in her crew was twenty-one years old, yet each was an experienced seaman, and nearly every one was a navigator.

Of the sailors who served on her in her long and prosperous career, 45 became captains, 20 chief mates, and six second mates. Thomas M. Saunders, who served on her as a boy, passed through every grade of ordinary and able seaman, third, second, and chief mate—and ultimately became her captain.

The case of the George has been cited as an example of the beneficial effect of continued prosperity on a nation's merchant marine.

Not less than 7,000 men signed articles in the counting room of Joseph Peabody to man his fleet, the various craft which made 38 voyages to Calcutta, 17 to Canton, 32 to Sumatra, 47 to St. Petersburg and 30 to other European ports.

In the later period of the so-called clipper ship era of the merchant marine, great profits were made by American ships at a time when the vessels of other nations were grubbing for charters. This was due to the superior speed of the American vessels.

The Rainbow, the first distinctly clipper ship built anywhere, cleared 200 per cent profit on her first voyage to China, in 1843.

The Oriental, an American clipper built in New York in 1849, to compete with the English tea ships, earned \$48,000 in freight money on her first cargo of tea from Hong-Kong to London. Her cost was \$70,000.

In the gold rush to California, in 1849 and 1850, many ships earned more than their value in a single voyage. Demand for space regulated the charge for carrying freight, as it does now, and the top price reached was \$60 a ton.

At this rate the ship Samuel Russell earned \$72,000 in freight money on one voyage—more than her cost.

Some of the charters made in the earlier period of the war for American vessels were on such a liberal basis that the freight money for a single voyage to Archangel, for example, paid for the ship making the voyage, a condition to be looked for, say the experts, in times of abnormal demand for cargo space.

Pennsylvanians. Just now, however, during the tension of the war, we need more meat than usual.

It should also be kept in mind that meat will be more easily produced during the war than will vegetables, for our trouble will be the want of male help to carry out the continuous demands occasioned by the cultivation of vegetables during all stages from planting to gathering, whereas cattle can in great measure take care of themselves, and what human help is required need not be of the highest development, either physical or mental.

Provisions for the Pensions of Soldiers or Dependents

Section 112 of the national defense act of June 3, 1916, provides: "When any officer or enlisted man of the National Guard drafted into the service of the United States in time of war is disabled by reason of wounds or disability received or incurred while in the active service of the United States in time of war, he shall be entitled to all the benefits of the pension laws existing at the time of his service, and in case such officer or enlisted man dies in the active service of the United States in time of war or in returning to his place of residence after being mustered out of such service, or at any other time in consequence of wounds or disabilities received in such active service, his widow and children, if any, shall be entitled to all the benefits of such pension laws."

To the Point.

A face that never wears a smile should be avoided. He who praises men and flatters women has many fair-weather friends.

No, Robert, the starboard of a steamer is not reserved for the star boarders.

A man can't have his cake and eat it, too—especially on his first trip across the pond.

The bachelor is the prune of the human family and the spinster is the preserved peach.

It isn't necessary that a brilliant conversationalist should know what he is talking about.

Meat, as a rule, is also over-eaten by

Keeping Kiddies Off the Street

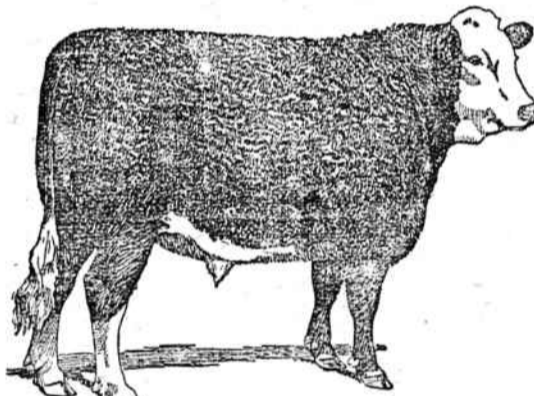
They Knit, Sew, Draw and Enjoy Dainties



Miss Dalton, shown in the insert, is one of the educators and instigators of a general movement to care for youngsters after school hours, while their mothers are at work earning a living. The children are taught to knit, make their own clothing, draw, cook and bake. They are given coffee and dainties every afternoon.

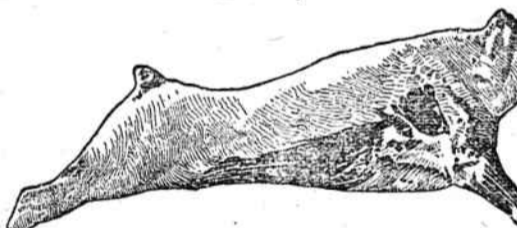


Only About Half the Steer is Beef



Live Weight 1200 pounds

100%



Dressed Weight 672 pounds of Beef

56%

When Swift & Company buys a steer weighing 1200 pounds, only about 672 pounds goes to market as beef; the other 528 pounds consists of hide, fats, other by-products, and waste.

When the packer pays 15 cents a pound for a steer, he sells the meat to the retailer for about 24 cents. But the packer gets only about 6 cents a pound for the other 528 pounds.

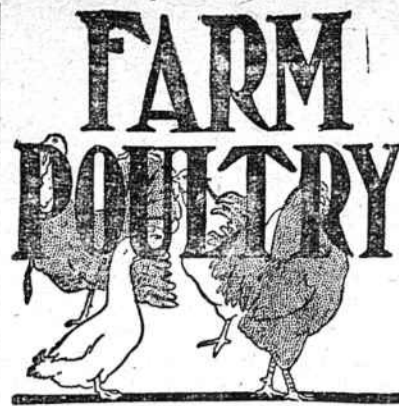
This means that the packer gets about 16 cents a pound for all the products from a steer for which he pays 15 cents.

The difference of 1 cent per pound covers the cost of dressing, preparation of by-products, freight on beef to all parts of the United States, operation of distributing houses, and leaves a net profit of only about 1/4 of a cent per pound on all dressed beef sold.

Large volume of business and utilization of parts that were formerly wasted, make this achievement possible.

Year Book of interesting and instructive facts sent on request. Address Swift & Company, Union Stock Yards, Chicago, Illinois

Swift & Company, U.S.A.



LAYERS BEST FOR BREEDING

Everything to Be Gained and Nothing Lost by Selecting Desirable Hens in Winter.

Mark the laying hen. Any hen can lay in the spring, but the one which lays through the winter deserves recognition by promotion to the breeding flock.

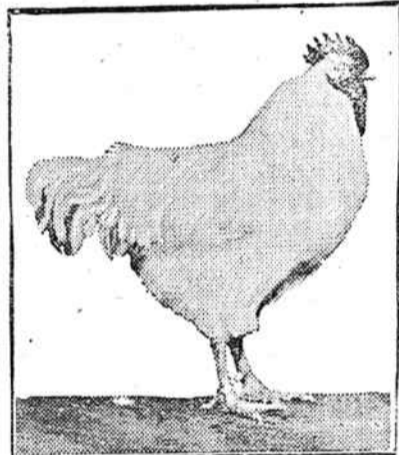
Everything is to be gained and nothing lost by selecting breeding hens during winter. It is easy to select the laying hen. Her comb is bright and red and her pin bones will be spread apart. Hens meeting these qualifications should be set apart with a good, vigorous male bird. It is folly to breed from the entire flock. By selecting a few of the best birds, progress will be made. Where no selection is practiced, the poor producers will be used for breeding, for even loafers will lay in the spring. It is also a mistake to breed from the immature and undersized stock. Overfat, coarse-boned hens or those which drop behind should never be put in the breeding pen. The best place for them is on the table. Pick out the good birds and note the improvement. Use fewer males so that you can afford better stock.

RIGHT CARE OF COCKERELS

Young Fowls Need Plenty of Proper Kind of Food and Shelter to Develop into Good Birds.

Those who have good cockerels needed for breeding birds in their own flocks will see to it that they are properly cared for. The young cockerels will need plenty of the right kind of food and the proper shelter and protection so they may develop into good birds.

The mistake is sometimes made of not keeping enough cockerels for the number of hens needed on the farm.



Champion White Plymouth Rock.

As a result of this, farm flocks some times produce too small a per cent of fertile eggs. This means considerable loss for the infertile egg unused in incubation is almost if not a complete loss.

It is not easy to tell the kind of birds young cockerels will make, at least while they are quite young. It is necessary generally to keep the birds till their type, plumage and general individuality can be ascertained. The best is none too good and no one can afford to keep poor cockerels. Should none of your flock be suitable, then dispose of all and get good cockerels to breed up your flock. This will be economical in the end.

UNPLEASANT TO CARRY FEED

Task Can Be Avoided in a Measure by Building Bin in Each Poultry House.

Carrying feed through the snow in the winter is unpleasant and this can in a measure be avoided by building a feed bin in each poultry house. This bin can be filled about once each week with mixed grains and it will reduce the time necessary to properly feed the birds at their regular feeding hour.

FEED DURING COLD WEATHER

Grain Should Be Given in Litter in Morning So Fowls Will Exercise and Get Warm.

When cold weather comes, grain food should be fed in a litter in the morning so that the fowls will exercise and get warm. The mash (if a damp mash is fed) should be between ten o'clock and noon and more grain given at night so that the fowls will go to bed with full crops.

OBTAINING EGGS IN WINTER

First Essential Is to Have Pullets Well Matured Before Cold Weather Finally Sets In.

In securing fall and winter eggs the first essential is to have pullets well matured before cold weather, which means hatching birds of the general-purpose breeds in February and March. The average farmer hatches his chickens too late to secure eggs in the fall.

SET AN EXAMPLE OF HONESTY

Street Car Passenger Left Fare With Woman Who Took Advantage of Opportunity to Be Dishonest.

The man in the corner seat looked worried. At last he spoke.

"Madam," he said, "will you kindly take this nickel and give it to the conductor when he comes around? I have been trying to catch his eye, but he apparently does not see me. Will you see that he gets it?"

The woman sat bewildered in the presence of such extraordinary honesty.

esty, but she good-naturedly accepted the trust. After the man left the car, she, too, attempted to establish a line of communication with the conductor, but failed. She was nearing her own destination, but conscience forbade her leaving the car until her neighbor's fare had been paid. Before that feat was accomplished she had been carried four blocks past her street. When she finally got home her temper was slightly damaged.

"But you shouldn't have been so accommodating," said her husband. "You should have got off at your corner."

"But how could I?" the woman argued. "With that man's honesty before me as an example of right living I simply had to turn his nickel over to the conductor."

"Maybe you are right," said the man admiringly. "Women certainly do have fine notions about these things. But it is too bad. You had to walk back."

"Oh, no, I didn't walk," she said. "I rode."

"And that cost you another nickel."

"No, it didn't," she said. "The conductor never even looked my way when he came through, and I got off without having to pay."

Sunlight Distressing.

In addition to the wind there is another peculiarity of the inland ice which adds to the difficulties to be encountered in the Arctic. That is the extreme intensity of the sunlight, which can be realized only by those who have experienced it. During the summer months the sun shines as brightly there in clear weather as anywhere further south, and this continuous brilliancy is intensified by a hundredfold by the reflection from endless fields of glistening, sparkling snow unrelieved by a single object. The strongest eyes can stand such a blinding glare only a few hours without protection. We always wore heavy smoked glasses, and when in camp found it impossible to sleep without still further protecting the eyes by tying a narrow band of fur about them to exclude the light. Only when a storm is brewing does this intense light become subdued. At such times however, the sky and snow take on a peculiar gray, opaque light, which is even more trying than the sunlight. Century Magazine.

Ever See a Dingonek?

The dingonek is a huge, unclassified aquatic monster, says the Wide World Magazine. It resembles in many of its characteristics the extinct dinosaur, a huge reptile of the Mesozoic period, fossils of which have been discovered in both the African and American continents. It lives in Lake Victoria Nyanza and its numerous tributaries. There is no record of the monster having been seen in any other part of the world. Whether it is a descendant of one of the huge prehistoric saurians that has by a process of adaptation—living as it does in impenetrable regions far away from the encroachment of civilized man—continued with but slight modifications through prodigious ages to the present time, or whether it is an unclassified reptile or amphibian is equally impossible to say, as a specimen exists either of its bones or of its skin. That this monster does exist, however, there can be no parallel doubt, as the testimony of authentic eyewitnesses cannot be reasonably discredited.

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GRANITE AND MARBLE MONUMENTS & HEADSTONES

In view of the continued rise in prices and the probable embargo on THE LIFTON, PERGE, MABLEE & GRANITE WORKS bought several pieces of finished work last fall, he prices are a little higher. But we are still offering you bargains. Call and see me when in town, phone or write me. It will not oblige you in any way.

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Let Us Show You What We Can Do

Food Problem

By Dr. Samuel G. Dixon, Commissioner of Health of Pennsylvania



Most of our foodstuffs are made up of different constituents. A potato is largely composed of starch, whereas beefsteak is largely composed of nitrogen or protein. Starch represents so many heat-producing units, and beefsteak likewise produces its own quota.

This is so when you consider the matter from a laboratory standpoint, but if you made a test of the same values by feeding these foods to human beings you would find the values varied greatly because of the variations of the human or organic machinery which handled them. Starch, for instance, in the cases of some individuals, passes through the digestive system without the body assimilating it and obtaining the addition of its heat units. In the cases of other individuals, the same thing would happen with beefsteak.

For this reason we must remember, when advising foodstuffs for a community, that what is one man's meat is another man's poison. Thus it behooves those who have the power to regulate foodstuffs for a community to be liberal enough in drawing up their lists to meet the demands of the different capabilities of the digestive system of the different individuals. In other words, one capable of making a rational selection must have a thorough knowledge of the physiology of foodstuffs.

The people of the state of Pennsylvania eat too much potato. The large proportion of starch in the composition of this vegetable produces a catarrhal condition of the digestive tract, which interferes with digestion and leaves the patient insufficiently nourished, eventually over a long series of years producing starvation.

Meat, as a rule, is also over-eaten by

Sapolio doing its work. Scouring for U.S. Marine Corps recruits.



Generals Average Sixty Years.

The ages of generals on the new war council average about sixty years. The ages of some of them are as follows:

Chief of Staff Bliss, sixty-three; Major General Crozier, sixty-three; Major General Weaver, sixty-three; Major General Crowder, fifty-eight; Major General Sharpe, fifty-seven; General Scott, sixty-four; General Black, sixty-two.

Useless.

Mrs. Crossley was enjoying a shopping tour and was critically examining various articles on the counter of the dry goods emporium.

"What is this thing used for?" she finally asked.

"I really don't know," answered the clerk. "I think it is intended for a Christmas gift."—Harper's Magazine.